

EARMARK DECLARATION

HON. CONNIE MACK

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Friday, July 24, 2009

Mr. MACK. Madam Speaker, pursuant to the Republican Leadership standards on earmarks, I am submitting the following information regarding earmarks I received as part of H.R. 3228, the Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2010.

Project Name: Interstate 75/Collier Boulevard/SR 84 Interchange Improvements

Requesting Member: Congressman CONNIE MACK

Bill Number: H.R. 3228, the Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2010.

Account: Federal Highway Administration

Legal Name of Requesting Entity: Florida Department of Transportation

Address of Requesting Entity: 605 Suwannee Street, Tallahassee, Florida 32399

Description of Request/Justification of Federal Funding: The current interchange serves the east Naples area, Golden Gate City and Marco Island, and is the closest interchange from the east to the City of Naples. The \$800,000 in funding will be utilized for capacity improvements at the Interstate 75/Collier Boulevard/SR 84 Interchange and will improve traffic flow in the region.

TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS ACT, 2010

SPEECH OF

HON. JOHN L. MICA

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 23, 2009

The House in Committee of the Whole House on the State of the Union had under consideration the bill (H.R. 3288) making appropriations for the Departments of Transportation, and Housing and Urban Development, and related agencies for the fiscal year ending September 30, 2010, and for other purposes:

Mr. MICA. Mr. Chair, I rise in strong opposition to this amendment.

The Frelinghuysen Amendment is yet another example of Congress wrongfully interfering with vital aviation infrastructure projects. It would bring to a screeching halt the years of investment, in time, expertise, and money, which the FAA has contributed to this important airspace redesign project.

The last comprehensive change to the airspace in the Northeast occurred in 1987 and 1988—over twenty years ago.

Since that time, air traffic has grown significantly, new markets have developed at home and abroad, aircraft are significantly quieter, aircraft performance has improved, and re-

gional jets have replaced many of the turboprops. Just as the nation's highway infrastructure must change over time to meet increased demand, to maintain safety and relieve congestion, so must the airspace.

To meet this increase in demand, the FAA announced in April 1998 the initiation of the New York/New Jersey/ Philadelphia (NY/NJ/PHL) Airspace redesign project.

For the next seven years, the FAA conducted numerous public meetings and received input from a variety of aviation industry and community interests, public agencies, and political representatives. The FAA released a Draft Environmental Impact Statement in 2005 outlining the project's environmental impacts. Following a series of public meetings, many of which presented alternative plans, the FAA released its Final Environmental Impact Statement in 2007.

This redesign plan should come as no surprise to Congress. The FAA has hosted 14 Congressional briefings since March 2003. Clearly, the entire process has been conducted in an open and transparent manner.

The proposed airspace redesign will address the most critical problem in today's air traffic control system—air traffic congestion.

The redesign involves four of our nation's most congested airports: Newark, LaGuardia, JFK, and Philadelphia. Even with the current downturn in air travel, these airports remain the most delayed in the system. Almost 83% of chronically delayed flights begin in New York Air Traffic Control airspace. The system of air corridors around New York and Philadelphia are currently congested and are due for even more traffic in the future.

As seen repeatedly, severe weather adds to the problem of an already congested air traffic system. The airspace redesign will improve operations in severe weather. Delay savings could be as much as \$1 million per day.

A 1999 independent aviation study found that air traffic congestion nationwide could cost \$46 billion to the nation's economy in 2010, resulting from a change in travel time of 3 minutes per flight. This includes costs to airlines, loss of service to people who wish to travel, and over 200,000 lost jobs in aviation and other industries.

Despite the years of the hard work, the open and transparent process, adherence to safety, regulatory and environmental requirements, and the tremendous benefits to the airspace system, the New York/New Jersey/Philadelphia economies, and the Nation as a whole, this amendment would throw it all away.

The FAA must be able to redesign outdated airspace configurations rendered inefficient and obsolete by air traffic control modernization, improvements in aircraft systems, and the growing demands of the aviation system.

It is imperative that these decisions be made in a manner that is insulated from political influence.

This amendment severely undermines FAA's efforts to reform an inefficient and overburdened key component to our national airspace. I urge my colleagues to oppose it.

EARMARK DECLARATION

HON. MICHAEL C. BURGESS

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Friday, July 24, 2009

Mr. BURGESS. Madam Speaker, pursuant to the U.S. House of Representatives Republican Leadership standards on earmarks, I am submitting the following information regarding four earmarks I received as part H.R. 3288, the Transportation, Housing and Urban Development, and Related Agencies Appropriations Act of FY 2010:

Project Name: Alliance Airport, Runway Extension Project—Federal Aviation Administration, Airport Improvement Program, Alliance Airport Runway Extension Program, TX—\$750,000

The Runway Extension Project at Alliance Airport in Denton County will lengthen the runways to 11,000 feet and will allow for greater utilization of the airfield and provide greater capacity as a reliever for DFW International Airport. It will also allow for the cargo carriers to safely maximize their loads and not have to compromise fuel, cargo or both. The increased growth of the airfield will provide many jobs and economic activity. The runway extension project has local, regional and national significance and impacts the infrastructure around the airport. In addition to the runway extension the project will open up the west side of the airport for more airside development and improve access to the Alliance Intermodal facility, which has already proven economic growth benefits to the entire North Texas area. With the advantages of a longer runway at Alliance the nation benefits from this premier intermodal industrial facility that can serve the world.

Alliance Air Services is located at 2221 Alliance Boulevard, Suite 100, Fort Worth, TX 761774300.

Project Name: Grade Separated Railroad Crossing, Town of Northlake, TX—Federal Railroad Administration, Rail line Relocation and Improvement Program—\$500,000

The Town of Northlake, TX is requesting these funds to provide grade separation for an east-west crossing of the BNSF railroad for public safety, emergency response and regional mobility. Currently the only grade separated crossings are at SH 114 and US 380, a distance of fifteen miles. The proposed crossing would be approximately halfway between these crossings. The communities of Fort Worth, Justin, DSH and Northlake need an east-west thoroughfare that is not prone to flood and not impeded by the steady flow of freight trains. Trains on this line can block at-grade crossing for up to an hour; crucial minutes when emergency services are needed. Town of Northlake, TX is located at 1301 FM 407 Northlake, TX 76247.

Project Name: The Fort Worth Transportation Authority, Southwest-to-Northeast Rail Corridor—Federal Transit Administration, Program, Capital Improvement Grants—\$4,000,000

The Fort Worth Transportation Authority (The T) is seeking \$4,000,000 in federal funding to develop plans for a rail line in the Southwest-to-Northeast Rail Corridor across Tarrant County. Federal funding of this project will continue the advancement of affordable mobility for transit users while continuing to reduce traffic congestion and improve air quality.